RECONSTRUCTION OF THE NEW-YORK MARKET

SYSTEM-BILLS INTRODUCED. of Taleural # 50 the thistys.

ALBANY, Saturday, Feb. 2, 1867. The session of the Senate to-day was of less than an hour's duration. No business, with the exception of a few unimportant reports from standing committees, was transacted. In the Assembly a large mass of bills of all kinds were presented. Those which are of the most importance are appended. A lively debate sprung up between Messrs, D. P. Wood, Henry Smith, and Messrs. Bigelow and Parker, relative to University of New-York. The Printing Committee, of which Mr. Bigelow is Chairman, reported in favor of printing 1,500 for the use of the Regents, members of Legislature, etc. Motions were made to reduce this number, one of which was supported by Mr. Daniel P. Wood. Heary Smith took the floor in opposition and made a sarcastic speech, saying that he did not know what he constituents of Mr. Wood were like, if he had not applicants for even two of these important reports. Mr. Bigelow followed in a "short, sharp and decisive" speech, answering the objections of Mr. Wood. The latter was going to reply, when Mr. Dixon called the previous question, which was sustained The amendments were reported and the resolution as introduced by the committee was adopted. If the previous question had not been called the debate would have lasted sometime, but it should have been called if at all, after Mr. Wood had replied to the attacks upon him.

At last the resolution empowering the Committee on Navigation to proceed to New-York and make an investigation into the ferry nuisances has been brought from the Clerk's table, and, by the earnest appeal of Mr. Creamer, adopted. No opposition whatever was manifested, so the responsibility of officially reporting the outrages complained of and suggesting what measures of reform are necessary are with the committee. It consists of Mr. Oakey of Kings, Barker of Schuyler, Mead of Livingston, Maxwell of Ulster, Travis of Westchester, Wendover of Columbia, and Briggs of Greene. The majority are shrewd practical lawyers and should be able to institute a thorough investigation, but to accomplish the ends sought to be gained by the citizens of your city and Brooklyn, the latter must not be backward in appearing before the committee and give their experience on the ferries. The time of meeting of the committee has not been fixed, but it is probable it will be on Tuesday, at the Astor House. Notice will be given through the daily papers. The bridge bill of Senator Henry C. Murphy, al-

though reported favorably by the Committee of Navlgation, has not been considered yet in the Commitligation, has not been considered yet in the Committee of the Whole. When once there the bill will reteive a thorough sifting, although, judging from present appearances, it will pass the Senate. Two amendments have been made to it. As the bill now stands the company are required to commence the work inside of one year, and the cities of New-York and Brooklyn are to be allowed to subscribe to the stock. In all otherrespects the bill stands as already printed. The projectors of the bill have not commenced lobbying yet in its favor, probably considering their interests sale in the hands of Mr. Murphy. Here I may state, in justice to this gentlemen, that he denies that he is now or was the counsel of the Brooklyn Union Ferry Company. He also states that but two of the directors of the aforesaid ferry company are incorporators in this bill—Mr. Pierrepont and Mr. Bills. No provision is made in the bill as to limiting the time of completing the bridge. This should be looked into when the bill is considered in Committee of the Whole. This is an important question, for if the bill should become a law as it now stands, the company could work a mouth and then suspend operations for five years. The bill for the telegraph line between New-York and France had a provise in it that the line must be laid inside of two years or the charter would be null and youl. Such a provise in that the line must be laid inside of two years or the charter would be null and youl. Such a provise in that the line must be laid inside of two years or the charter would be null and youl. Such a provise in the bill should be recommittee of the Whole, then the bill should be recommittee to find out in what time the bridge would be completed.

The Judiciary Committees of both Houses have bee of the Whole. When once there the bill will re-The Judiciary Committees of both Houses have

The Judiciary Committees of both Houses have not united yet in recommending the time for holding an election for members of the Constitutional Conrention. The majority of the Senate Committee are in favor of having the election in April, and the Republican members of the Assembly Committee are of the same opinion. Senator Folger is opposed to a special election, favoring the idea of choosing the members of the Convention in the Fall. Both committees are almost unanimous, the Democratic members being the only exceptions in their opposition to having an equal number of delegates at large chosen having an equal number of delegates at large chosen from each party. Some of the members favor the selection of delegates by Senatorial districts, but the mojority are anxious for them to be chosen by Assembly districts. Both committees will have a meeting on Tnesday on the subject, and it is not unlikely they will then prepare a bill providing for a special election on the 16th of April or thereabouts, and for a convention in this city in June. The chairmen have told me the matter would have been settled before this but for the press of other urgent business on both committees. an equal number of delegates at large

before this but for the press of other urgent business on both committees.

The final arguments on Mr. Berryman's School bill will be heard by the Committee on Schools on Tuesday next. Unless some better argument in favor of the bill than has been presented yet is made on that day, it is positively sure that the Committee will report against it. As it is now, the majority are opposed to it. Those who wish to see this bill, or some one like it, taking the cause of education out of the fiands of those who manage it in your city at present, had better present their arguments or submit a substitute bill which will meet with better favor in the Committee.

Among the bills which passed the Assembly to-day was the one abolishing the office of Inspector of

was the one abolishing the office of Inspector of gaupoveler, burning-fluid, etc., in Brooklyn. The bill protecting women from swindling employers was defeated, because of its not having a constitutional vote in its favor. The bill is effectually dead, as Mr. Berryman moved a reconsideration of the vote and then to lay the motion on the table—a piece of legislating which proved agreement. I am satisfied vote and then to lay the motion on the table—a piece of legislation which proved successful. I am satisfied that those who voted in the negative did not do so from any want of sympathy for the class affected by the bill, but because they felt that the measure in the shape in which it was presented revived the custom of imprisonment for debt. An effective bill, properly framed, so that this odious custom will not be revived, it is evident will receive the support of vived, it is evident will receive the support of

be revived, it is evident will receive the support of the Legislature.

Mr. Gridley's market bill has been materially modified and altered, but has not yet been reported to the Assembly by the Committee on Cities. It is probable, however, it will be so reported this week, but without any recommendations. Its fate in the Assembly is uncertain. Not only are the markets eared for in the comprehensive bill of the Citizens' Association providing for a Bosed of Public Works, out there is a growing feeling that the whole market system of New-York should be abolished, and the restablishment left open to private enterprise. That is, the markets should be sold and the money go toward decreasing the debt of the city, and private is, the markets should be sold and the money go toward decreasing the debt of the city, and private companies should be empowered to buy lands and build where they please markets which would not only be useful, but ornamental. Then, instead of having a Commission of seven, with salaries of \$5,000 or \$6,000 a piece, and half a hundred clerks, whose salaries would range from \$55 to \$1,200 each, without enumerating inspectors, etc., there might be appointed one inspector or Commissioner, with, say, one assistant in each indicial district, who should see that the taxes are cromptly paid, and that those who sell shall only do so by lawful weights and measures. On the score of seconomy the city would be the gainer of an immense amount of money by this plan. The taxes for the markets would amount to more in a year than is now received from the same source. Corruption and blackmarkets would amount to more in a year than is now received from the same source. Corruption and black-mailing would then cease, as the private corporations would rent their stalls for the sums which would pay the best interest on their investment, and not to those who could influence the most votes on election day. The market people themselves would not be the least benefited by this plan. They would then have what they cannot boast of now, respectable, to say the least, places where they could dispose of their goods, built, too, in a quicker and more substantial manner than any commission could do it. I give you these as some of the suggesand more substantial manner than any commission could do it. I give you these as some of the suggestions that have been made to Members by those who think no municipal government should have the power to rent butcher stalls in a market any more than to do the same with a meat stall in a private house. There has been one bill introduced in the Assembly to meet these views, and Senator La Ban gave notice two days in the Senate of the introduction of a similar hill.

notice two days in the Senate of the introduction of a similar bill.

Mr. Torry introduced a bill providing that the first corporators of the proposed Elevated Railroad in New-York City, shall be Demas Barns, Jacob Suydam, and Edward J. MeGeon. The proposed route commences at Whitehall, Scuth Ferry, running on Easterly side to the Battery, to Greenwich, to Ninthave., to Fifty-cipith-st., to Eighth-ave., thence along to One Hundred Twenty-fourth-st., returning by same route to the place of beginning. The road to be elevated not more than 15 feet from the sidewalks, to be sustained by single iron columns 20 feet apart.

Mr. Lefever, introduced a bill, providing that any gas company in New-York shall, on the application of the person using the same, sell the same to the parties so desiring it. Under any circumstances and more than rent at the rate of seven per cent per

annum on the value of the meter shall be charged.

A fine of \$100 and imprisonment for 10 days shall be imposed for any violation of the proposed law.

Mr. S. Weed of Clinton introduced a bill providing that all horse-railroad corporations shall make an annual report to the State Engineer and Surveyor, ending Sent. 30 in each year said remark to contain

annual report to the State Engineer and Surveyor, ending Sept. 30 in each year, said report to contain full particulars of the affairs of the corporations.

Mr. Penfield's bill of incorporation of the New-York and Brooklyn Tunnel Co., names John T. Hoffman, Horatto Allen, Thad. Dayids, Samuel Booth of Brooklyn, John Hunter, and Joseph Knapp. The design is to construct a tunnel under the bed of the East River between Wall and Jackson-sts. to some point in Brooklyn between Atlantic and Hudson-sts. "ne capital stock to consist of 30,000 shares of \$100 each.

each.

The bill in relation to railroads introduced into the Assembly by Mr. J. Covell proposes to compel railroads whose lines meet, to check baggage and sell brough tickets to passengers, as well as transfer

freight, etc.

THE STATE LEGISLATURE.

BY TREBURAPH TO THE TRIBUNE. SENATE ... ALBANY, Feb. 2, 1867. The Session of the Senate was brief to-day, a

quorum not being present.

CITY OF ELMIRA.

Mr. NICKS (Rep., Cheming) introduced a bill amending the charter of Elmira, by dividing the city into six wards.

GENESEE VALLEY RAILROAD.

On motion of Mr. HUMPHREY Rep., Wyoming) a bill relative to the election of the directors of the Rochester and Genesee Valley Railroad was recommended to the Railroad Committee.

ODD-FELOWS HALL.

the Railroad Committee.
ODD-FELLOWS HALL.
The bill amending the Charter to the Odd-Fellows' Association of New-York was ordered to a third reading.
The Senate then adjourned until Monday evening.

ASSEMBLY.
The SPEAKER presented the Annual Report of the

Authorizing the Supervisors of Dutchess County to levy a tax to pay for lands for an asylum for the insane.

Amending the Central Railroad law, giving equal acilities to express or freight companies. To amend an act relative to joint stock companies.

By Mr. VANDENBURG (Rep., Wayne)—To authorize certain towns in Oneida, Chenango and Madison Counces to take stock in a railroad.

By Mr. POTTER (Rep., Albany)—To amend the charter iew-Rechelle.

Mr. RICE (Rep., Oswego)—To incorporate the New-K College of Dentistry.

By Mr. Ritte (Rep., Oswego)—To incorporate the New York College of Dentistry. By Mr. SIGERSON (Dem., N. Y.)—To amend the charter of the Mechanics' Association. By Mr. KIMEALL (Rep., Franklin)—To incorporate the Provident Fund Society of New-York. BLLS INTRODUCED. By Mr. SMITH (Rep., Albany)—To incorporate the Na-tional Telegraphic Union Association.

icual Telegraphte Union Association.

By Mr. VAN VALKENBURG (Rep., Broome).—To incorports the city of Binghamton. Also, to extend the time perate the city of Binghamton, Also, to extend the time for the collection of taxes in Broome county. By Mr. STILES (Rep., Chantanqua)—To cuable Nation-al Banking Associations to become State Banking Institu-

tions.
By Mr. JULIAND (Rep., Chenange)—To incorporate the New-York Storage and Deposit Cempany.
By Mr. WEED (Dem., Clinton)—To make common Schools in this State free to all. Also, to compel herse railroad and other railroad companies to make reports.
By Mr. GIBBS (Rep., Delaware)—To facilitate the construction of the Oswego and Roadout Railroad by tunneling Pine Hill. eling Pine Hill.

By Mr. WILBER (Rep., Dutchess)—To incorporate the
conners' and Trust Cempany of New-York. Also, for the
construction of a railroad in One-hundred-and-twentyfith-street and other streets in New-York.

treet and other streets in New-York.

dr. BURKOWS (Rep., Eric)—To amend the act relasurphus funds in Sayings Banks. Also, to incorporations are sayings Bank in New-York.

dr. BUCKLEY (Dem., Kings)—Relative to Commiscot the Brooklyn Prospect Park.

dr. BERRYMAN (Rep., N. Y.)—For a railroad in y-third-street, Greenwich ave., and other streets in ork. FREAR (Dem., N. Y.)-To incorporate the New-

ork and Brooklyn Ferry Railroad Company.

By Mr. SIGERSON (Dein, N. Y.)—In relation to certin departments of the New-York City Government,

so to increase the salaries of the employes of the Paid

ire Department.

By D. P. WOOD (Rep., Onondaga)—To provide means of the discharged sick and disabled soldiers.

By Mr. SHUTT (Rep., Ontario)—To amend the General

By all, SIA CAY (Sep., Ontario)—For an elevated rall-way in New-York. Also in relation to the Buffalo Water Works Company. Also in relation to the Buffalo harbor. Also for the relief of the Buffalo and Cleveland Trans-portation Company. Also for the relief of the Buffalo and Defroit Transportation Company. Also to aid the construction of the Buffalo and Washington Railroad;

truction of the Buffulo and washington Ramour, preprintes \$500,000.

Mr. COVELL (Rep., Pulton)—For the better protect of passengers and freight carried on railroads.

Mr. RCHMOND (Rep., Herkimer)—To amend the ter of the Little Falls village.

Mr. BIGELOW (Rep., Jefferson)—To allow the refers Insurance Company to insure lives of individuals.

Ry Mr. OAKEY (Rep., Kings)-To incorporate the New t and African Transatlautic Company. Also to com-bonds of the Mariposa Company to preferred stock. Mr. HALSEY (Kep., Orange)—In relation to the Sea-8 Savings Bank in New-York. Mr. RfCE (Rep., Oswego)—To incorporate the go Historical Association.

Historical Association. BOYD (Rep., Steuben)—To enlarge the boundad Waterloo village. Mr. WAGSTAFF (Rep., Suffolk)—To enable corpera-organized under general laws, to extend the term of LEFEVRE (Rep., Ulster)-In relation to gas

MAXWELL (Rep., Ulster)—To incorporate the National Warehouse and Security Company. By J. G. BAKER (Dem., Ulster)—To regulate the Rhine

eck and Kingston Ferry.

By Mr. PENFIELD (bem., Westchester) To incorporate
he New York and Brooklyn Tannel Company.

By Mr. TRAVIS (Rep., Westchester)—Tolincorporate the

pany.

By Mr. WILBER (Rep., Dutchess)—To Incorporate the Poughkeepsic Young Men's Christian Association.

By Mr. POTTER (Rep., Albany)—To punish embezzle-By Mr. WAGSTAFF-To amend the act relative to

insurance companies.

RESOLUTIONS PASSED—ADJOURNMENT.

Mr. CREAMUR. (Dem., N. Y.) asked the unanimous consent to consider the resolutions relative to the investigation into the management of ferries between New-York and Brooklyn. Granted, and the resolutions adopted.

Mr. WAGSTAFF called up the resolution expressing sympathy for the Greeks in their struggle against the Turks. Adopted.

Adjourned to Monday evening at 7:30 o'clock.

BY THERORAPH TO THE TRIBUNE.

# GOVERNMENT FINANCES.

Washington, D. C., Feb. 3, 1867.—The amount of issue of National Bank currency for the week ending Saturday, was \$119,246. Total issued to date, \$301,027,136. From this is to be deducted the currency returned, including worn-out notes, amounting to \$2,277,632. Leaving in actual circulation at this date \$298,749,504.

The United States Treasurer holds bonds as follows: As security for circulating National bank notes, \$340,510,100.

security for circulating National bank notes, \$349,519,100.

As security for depositories of public money, \$38,761,450.

Total securities held, \$379,271,550.

The amount of fractional currency and small notes received from the printer during the week was \$155,161.

Amount shipped: To Assistant Treasurers at New-Orleans, \$190,000; St. Louis, \$100,000; Charleston, \$50,000; United States Depositories, Louisville, \$20,000; Chicago, United States Depositories, Louisville, \$20,000; Chicago, Pittsburgh, \$50,000; St. Paul, \$20,000; National Banks, \$93,103 39. Total, \$473,193 39. Amount of fractional currency redeemed and destroyed, \$20,000.

The disbursements of the Treasury for the week and mouth on account of the Departments, were as follows: For the week, War, \$2,160,023; Navy, \$33,229; Interior, \$373,231—Total, \$2,870,523. For the mouth of January; War, \$8,579,012; Navy, \$3,781,07; Interior, \$1,231,639—Total, \$13,611,738.

3,911,738. The receipts from Internal Revenue sources for yestereny amount to \$1,619,515, and for the week, \$5,825,818. This makes a grand total for the fiscal year, beginning 1st of July last, inclusive of yesterday, \$186,958,559. It will be seen that these figures bear out the correctness of statements all through the past six weeks and longer regarding the decrease of the revenue from this source, and the cause of the same, for the usual increase of the reccipts here, noticeable each year at this period, has commenced to set in with promptitude and steadiness. The receipts for the week ending Saturday, Jan. 19, were somewhat over two and one-quarter millions; for that ending Jan. 26, they were nearly three and one-half millions, and for the present one, well on to six millions, Thus will be seen a uniform progression of increase, that justifies the belief that it is the regular enlargement now expected. It is not denied that the National Revenue from this source is below the most reliable, careful, and liberal estimates made in official quarters. The question is therefore discussed as to whether the receipts will remain steadily at the low the receipts will remain steadily at the low elb to which they have fallen for some weeks past; but even admitting that the receipts will not rise again to the level necessary to make up the estimates for Internal Revenue alone, it is claimed that no disconragement need be felt in financial circles regarding the aggregate of the cutire income, for it is confidently believed that, what-ever falling off may be experienced in the Internal Revenue, the receipts will be fully compensated by those for Customs, which certainly are steadily and largely increasing over those of last year and the estimates made for this year, and which will sustain the whole revenue creasing over those of last year and the estimates made to this year, and which will sustain the whole revenue espite the depressing influences now bearing heavily pon some branches of it. Altogether no reason for discour-cement can be seen; on the contrary, all sources of tablic revenue are promising, and the surplus of this ear, it is thought by those conversant with the subject, all be large, and perhaps larger than has been expected.

# THE TERRITORIES.

# MONTANA.

INDIAN ALUM-RICH GOLD DIGGINGS. BY TRIEGRAPH TO THE TRIBUNE. St. Louis, Feb. 2-Late Montana papers report

that considerable alarm exists in different regions on account of the Indian depredations, and the people were arming to chastise them.

New and very rich quartz, gulch, and placer mines were being discovered, and mining operations were commencing. The Summer yield, it is expected, will be very large and remunerative. New-York guich, a late discovery, was paying from \$15 to \$100 a day to the hand, and other new mines were doing equally

### THE SOUTHERN STATES.

# KENTUCKY.

A REQUEST FOR A GENERAL AMNESTY.

BY TELEGRAPH TO THE TRIBUNE. FRANKFORT, Ky., Feb. 3.-The House referred to the Committee on Federal Relations, yesterday, a resolution, that the President be requested to issue a Proclamation for General Amnesty; and if not now considered expedient by him, that John C. Breckin

considered expedient by him, that John C. Breekinridge be pardoned and permitted th return home.

A vill was passed assigning the 4th of March for
the election of Congressmen for the next session, instead of the regular August election.

The Committee on the Sinking Fund have made a
report upon the financial condition of the State.
They propose that the State call in all her bonds, and
recommend a law stopping interest after maturity,
and honds not presented within one year after due

and bonds not presented within one year after due are considered as canceled and their payment left optional with the State. THE FREE MEN'S BUREAU IN KENTUCKY. WASHINGTON, Feb. 3. The Commissioner of the Freedmen's Bureau has received the report of Brevet Brig.-Gen. John Ely, United States Volunteers, chief

superintendent and inspector of freedmen's affairs for the State of Kentucky, giving in detail the operations of the bureau in the Stafe for the month of December. It appears therefrom that the number of contracts made during the month was 54, and the average rate of wages paid to males per month was \$16.41, and to females \$8.50, including rations and quarters. Gen. Ely states that the outrage upon the Rev. A. Schofield and the breaking up of the freedmen's school at Camp Nelson, Ky., by regulators has been thoroughly investigated, but none of the parties concerned in the outrage have been arrested as yet. concerned in the outrage have been arrested as yet, owing to the inability of Mr. Schofield to identify them. The school at that place has not yet been reopened. The receipts for contracts approved, issuing marriage licenses, and for fines and forfeitures during the month were \$265. The number of paupers had increased during the month to some extent, and cases of extreme destitution had been reported.

### NORTH CAROLINA.

THE APPRENTICE SYSTEM-REPORT OF GEN. SEWELL. BY TELEGRAPH TO THE TRIBUNE.

Washington, Feb. 3 .- Gen. Howard has received the report of Brev.-Brig.-Gen. Sewall, Inspector-General, relating to the apprenticing of colored children in North Carolina. Gov. Worth designated the Hon. W. S. Mason of Raleigh, to act on the part of the State in the investigation. The Commissioners find that in the cases examined, the children were illegally loaned out to their former masters. That no notice was given to the parents, or any opportunity notice was given to the parents, or any opportunity afforded them to appear in Court and resist the binding. That the children were taken by force, under authority of these illegal indentures and carried to different counties in the State. The Supreme Court of the State has recently decided in one of the cases, that the indentures are contrary to the State laws, and void. This decision will operate to prevent this apprenticeship so much resorted to to extend the tenure of slavery by masters on the children of their former slaves. The Commissioners find that the State laws relating to apprentices contains provisions wherein discriminate between white and colored children. They recommend the repeal of all the provisions wherein distinction is made on account of color. A bill has already been presented to the Legislature for the repeal of these statutes, and it is Legislature for the repeal of these statutes, and it believed it will pass. Gov. Worth recommends it.

### TEXAS.

#### THE PREEDMEN'S BUREAU-OUTRAGE. BY TELEGRAPH TO THE TRIBUNE.

Galveston, Feb. 2.-Gen. Griffin issues an order empowering military officers, where there are no Sub-Assistant Commissioners of the Freedmen's Bureau, to act as such. This extends the operation performed a shocking surgical mutilation on a negro lad. They had been arrested by the civil authorities and rescued afterward by the critizens. They were finally rearrested and are now held by the military.

### TEST VOTE ON THE NEGRO SUFFRAGE BULL

gro Suffrage bill closed to-day. A test vote was

NASHVILLE, Feb. 2.—The House debate on the Ne

gro Suffrage bill closed to-day. A test vole was taken, which resulted in Yeas, 26; Nays, 25. The friends of the measure are much clated.

A company of the 34th B siment left for Overton County to-day to protect the citizens. Anthony, the Federal soldier under sentence of death for killing a Nashville policeman, and two accomplices, have been pardoned by Gov. Brownlove.

# LOUISIANA.

NEW-OBLEANS, Feb. 2.—In the Legislature to-day an act, which was passed last year, exempting property in certain cases from taxation, was amended so

#### ARKANSAS BY TRLEGUAPH TO THE TRIBUNE.

LOUISVILLE, Feb. 3.-A gentleman just arrived from Arkansas reports that Gen. Ord is moving his headquarters from Little Rock to Fort Smith. The New Era, a Radical paper at Fort Smith, has a report about its suspended publication, which was on ac-count of the antagonistic feeling there.

# THE EXCISE LAW.

The following are the number of persons arrested up to 12 o'clock last night, for the offenses mentioned below, in the various precincts throughout the city: Precincts. Violations, Inter. Precincts. Violations, Inter.

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	6	1 XX	X1	0	0
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XIV	4	2		900	-
VV	0	0	Total	48	52
X V	72				
X 1 1	0	0			
			The state of the state of the	August 1	E44 # 14

The fact of so many arrests having occurred in the Twenty-seventh Precinct is owing to the fact that the Courtlandt-st. Ferry is located in that Precinct, and nost of the above were arrested on leaving the ferry entrance.

AT THE TOMBS POLICE COURT. The following are the names of those arraigned before Justice Hogan yesterday for violation of the Excise Law: Patrick Cuff, No. 54 Mulberry-st.; Charles Wilson No. 449 Pearl-st.; Paul Christianson, No. 157 Chatham-st. Martin Pruningue, No. 3 Worth-st.; John Comolly, No. 44 Catharine-st.; Diederich Ruofe, No. 3 Werth-st. All of the above were held to ball in the sum of \$100 each to an

Philip Margen, No. 200 West Thirty-seventh st., was brought up charged with selling liquor without a license, and James Cahill, No. 89 Bleeckerst. with violating the sunday liquor law. Justice Ledwith held each of them o ball in \$300.

to bail in \$300.

AT THE ESSEX MARKET FOLICE COURT.

Before Justice Mansfield, yesterday, John Welsh, Nos.
210 and 212 Division-st., gave bail in \$200 to answer the charge of violating the stunday liquor law.

AT THE COURT OF STREAM SESSIONS.

On Saturday, Henry Godfrey, for selling whisky at improper hours, was fined \$30.

IN MIRROWLYN.

proper hours, was fined \$30.

There was no relaxation in the enforcement of the Excise law in Brooklyn yesterday, and the city was, if possible, even more quiet than on preceding Sundays under the law. The number of arrests made by the police was very small—about one-fourth the average under the old regime.

regime.
There was only one arrest for violation of the Excise
Law in the Eastern District yesterday, and one case of
intoxication. William Walters, a saloon keeper at No. 63
South Seventh-st., was arrested by an officer of the Forty-fifth Precinct at an early hour in the morning, for entertaining a couple of his friends in his saloon, the door

eing open.

EFFECTS OF THE ENCISE LAW IN NEW-JEESEY.

EFFECTS OF THE ENCISE LAW IN NEW-JEESEY.

There was an unusual number of visitors to Jersey Cl

and Hoboken, yesterday, considering the filthy condition and Hoboken, yesteriay, considering the littly condition of the streets, etc. These visitors were generally in quest of pulle houses, which they had not the least difficulty in finding in sufficient numbers, ready and willing to supply all demands. There were no arrests during the day, and, as far as known, no flagrant breach of the peace.

### NAVY GAZETTE. BY TREEGRAPH TO THE TREBUNE.

BY TRIEGRAPH TO THE TRIBUNE.

Information has been received at the Navy Department from the United States steamer Lancaster, under date of Barbadors, January 1, 1067, the Paymaster having drawn on the Department from that place. Great anxiety was felt for the Lancaster, it having been some time since she are is heard from. The Department has also received information from Captain Wan, Reynolds of the steamer Lackswama, dated Valparatio, December 27, announcing that he had taken in coal and previsions for a three months cruise, and would leave on that day for Honolus.

Rear-Adularial Thomas T. Craven, Commanding Navy Yard, Man Island, reports the arrival of the steamer Pensocala at San Prancisco, California, the fing of Rear-Admiral H. K. Thatcher will be transferred from the Vanderbill to the former vessel, the latter going out of commission.

# A SINGULAR DISCOVERY.

LAWRENCE, KANSAS, Feb. 2.—Salt water of great strength has been reached within the city limits at a depth of 75 feet. Parties have leased all the city prop-erty in the vicinity, and much excitement exists over the

Attention is called to the advertisement of a very desirable fruit farm near Baltimore.

### CAMDEM AND AMBOY.

CONSOLIDATION OF NEW-JERSEY RAILROADS.

ST TRLEGRAPH TO THE TRIBUNE. TRENTON, Feb. 2 .- The consolidation of the Camden & Amboy and the New-Jersey Railroad Companies was finally arranged at Hoboken yesterday. The consolidation is complete, both in interest and man-

THE NEW-JERSEY MONOPOLIES - THEIR INTERIOR HISTORY-AN IMPORTANT CONSOLIDATION.

For the past 12 years unceasing and fruitless efforts have been made to reconcile the conflicting interests of the two principal railroad corporations in the State of New-Jersey Railroad and Transportation Company. To fully comprehend the nature of the rivalry existing in what is regarded by nine-tenths of the traveling public as one corporation, it may be well to explain at the outset the position of the roads now in process of consolidation. The Camden and Amboy, or more properly known as the Joint Companies, own the line of railroad from Camden, opposite Philadelphia to South Amboy, and thence by steam boat communication to New-York City, the only through route over which they have absolute control between the cities of New-York and Philadelphia. They also own what is known as the Philadelphia and Trenton Railroad with an extending branch to New-Brunswick. The New-Jersey Railroud and Transportation Company own the line of railway from New-Erunswick to Jersey

City, and in addition the valuable monopoly of the Jersey City Ferries. The objective points of the two corporations are New-

York for the Camden and Amboy, and Philadelphia for the New-Jersey Railroad and Transportation Companies. The charter of the former gave what is called the "exclusive," or "monopoly" privilege to build and operate a railway between New-York and Philadelphia, for a period of years, and which will expire by limitation January 1, 1869. This grant having been recognized as a "contract" between the State and Corporation, has always been sustained by the Legislature and Courts against all rival interests of the Camden and Amboy Company, seeking either extensions or through roads between New-York and Philadelphia. Mr. Edwin A. Stevens of Hoboken who holds a controlling interest in the Camden and

Amboy Company, and owning the water front at Hoboken, or a large portion thereof, has for many years entertained the project of extending his road from New-Brunswick direct to Hoboken, a distance of 34 miles, and thus obtaining relief from dependency on a rival as equally auxious to make an extension from New-Brunswick to Philadelphia. Previous to 1857 the Morris and Essex Rallroad, in which Mr. Stevens is a large owner, terminated at Newark, and was thence also dependent on the New-Jersey Railroad to reach New-York. The latter company purchased what it claimed to be the proprietary right granted by the State to bridge the two rivers between Newark and Jersey City. In that year application was made to the Legislature for the privilege, after a desperate contest was obtained, to extend the Morris and Essex Railroad to Hoboken, and the bridge monopoly claimed by the New-Jersey Company was thus destroyed. This being regarded as the first aggressive step gained by the Camden and Amboy toward an extension from New-Brunswick to the Hudson-an easterly terminus having been secured in the interest of Mr. Stevens, leaving only the link between Newark and New-Brunswick to be connectedthe New-Jersey Company commenced an open fight for a westerly extension of their road to the Delaware River, at a point between Trenton and Easton. Once to the Delaware River, it would have been bridged, and permission easily obtained from the Pennsylphia, thus giving the New-Jersey road a through line of of the Bureau over the entire State. Gen. Griffin officially compliments Major A. J. Hogan of the 114th Einited States Colored troops for gallantry in dispersing a troop of banditti at Pogtown. There is some excitement at Waco on account of two doctors who excitement at Waco on account of two doctors who mercy. The latter in the mean time secured a charter in their interest for a road from New-Brunswick to Elizaent of the New-Jersey Company. The effort of the New-Jersey Company being defeated the first year but not abandoned, a truce ensued between the giant rivals, the only point gained by either being the extension of the Morris and Essex from Newark to New-York via Hoboken. Since then all heart-burnings have been studiously concealed from the public, and in all matter of State leg islation they have acted harmoniously, while at the same time negotiations have been steadily pressed for the consolidation now reported partially consummated, and to which the assent of two-thirds of the stockholders and the State will complete. There is but little doubt that

The agreement is to take effect from the 1st of January last. The terms thereof have not yet been made public, beyond that the consolidation will be complete both in interest and management. The capital stock of the Camden and Amboy is about \$10,000,000, with a funded debt of about the same amount. The New-Jersey company has a as to include any property which has been used by the military or civil authorities of the United States. It is understood that the same separate organizations will intained as now exists: The New-Jersey company and the state two; the whole to act as a Joint Board, the receipts and expenses to be kept on joint accounts, and the dividends of both to be at the same rate per cent of stock. The property of all will also be the common propcrty of the stockholders.

THE DELAWARE AND RARITAN CANAL CO.

In 1826, the Legislature of New-Jersey granted a charter to some citizens of New-York, to construct the Delaware and Raritan Canal, to connect New-York and Philadelphia by a short water route. The Company refusing to build the canal within the time specified, the charter was annulled. In 1830, a new charter was obtained, and principally through the efforts of the late Commodore R. F. Stockton, who invested his entire fortune in the project, the work was commenced at about the same time of the building of the Camden and Amboy Railroad. The Canal Company applied to the Legislature for authority to coul struct a railroad on the bank of the canal. This slarmed the Camdon and Amboy Company, and they refused to go on with their enterprise until the rival interests could be reconciled, which was finally accomplished by a consolidation such as has just taken place with the New-Jersey Railroad, and which latter, in effect, unites three glant corporations into one, though each maintaining a distinctive

THE CAMDEN AND AMBOY RAILEOAD. The Messrs. Stevens were the principal applicants for the charter, and of whom all are now deceased excepting Edwin A. Stevens, who has recently resigued the Pres-dency of the joint Companies for the purpose of visiting Europe, and is succeeded by Wm. H. Gatzmer, esq., the General Superintendent of the Road since its construction. After the consolidation of the railroad and canal is 1820, the corporations assumed the title of the joint Companies, though their strictly legal title in all legislative cancitments is the "Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Companies." In 1831 a supplement was granted to the charters, by

which 1,000 shares of the stock were transferred to the State in consideration of the State agreeing that no competing road should be chartered for a limited number of years, "commencing within three miles of Camden or terminating within three miles of South Amboy." In another section of the same supplement it was enacted;
"That when any other railroad or roads for the trans

portation of passengers or property between New-York and Philadelphia, across this State, shall be constructed and used for that purpose, under and by virtue of any law of this State or the United States, authorizing or recognizing said road, then and in that case the said dividends shall be no longer payable to the State, and the said stock shall be transferred to the company by the Treasurer of the State." In 1832 another 1,000 shares of the stock was transferred

to the State, the supplement providing that the State should not charter any road to compete with the Camden and Amboy in business. Since the passage of these two supplements, extra stock dividends have been declared to the State to the amount of 887 shares, making it the owner in all of 2,887 shares, at a par value of \$288,700. On the first of January the company enlarged its stock by permitting their stockholders to retain additional shares, in the proportion of one share of stock for every four shares held by the stockholder; or, in other words, to issue stock at par to the amount of one-fourth of their capital. Under this rule, the State is entitled to subscribe for 721 shares, which at par will cost \$72,175. The stock is now selling in the market at \$131, and the Legislature gave the necessary authority last week to either subscribe for the stock or sell the option. With the grant of stock to the State was also the right to appoint two Directors to look after the interests of the State, one being for the canal and the other for the railroad company. THE MODE OF TAXATION,

The original charter provided the levying of a tax on the amount of business transacted in lieu of on the capital stock, at the rate of 10 cents for each passenger and 15 cents per tun for all freight transported between the cities of New-York and Philadelphia. Though generally regarded as a most exceptional mode of levying taxes. New-Jersey is not singular in this respect. While the State has thus received a large annual income from this source, and the dividends on its stock, it has been urged that a percentage taxation as is levied on other or verty would yield a much larger sum. How-

PARTICLA SECTION OF PARTIES AND PARTIES OF THE WASHINGTON OF THE PARTIES OF THE P ever this, the revenue under the original system still maintained has increased proportionately with the State expenses, and until the breaking out of the late war New-Jersey enjoyed an immunity from State taxation. It has also been urged that this taxation was a "transit duty" imposed on citizens of other States to which the citizens of New-Jersey were exempt, and clearly unconstitutional. Against this charge the State has resolutely maintained the negative, declaring the term "transit daties" to be a mere interpolation in subsequent supplements enacted, and not to be found or so construed in the original charter; that the tax is equitable on the amount of business transacted instead of the capital stock, and in either case would come directly from the treasury of the company; that it does not increase the cost of travel or transportation, or, if strictly speaking, it is the public who pay this tax, the public is more benefited by this mode of assessment than any other which could have been adopted, for otherwise the revenue would be greater, and that in all cases it is the consumer who eventually pays the taxes. The above are among the chief arguments urged by the monopolists in THE EFFECT ON LEGISLATION OF THE CONSOLIDATION. The effect of the consolidation of these mammoth in-

terests, whose influence extends into nearly every County of the State, is a matter of serious consideration to the people of New-Jersey and the public generally. While they were rival corporations, in fact as well as in name, each anxious to extend their privileges, they became wary sentinels on all matters of projected legislation by each other affecting the public for good or evil, and were ever ready to sound the note of alarm. The Camden and Amboy has used its immense funded debt in the construction of lateral roads to bring business into its channels, and to defeat whatever might be likely at any time to prove a competitor. It was a controlling influence in nearly all the West Jersey roads running through Mercer, Monmouth, Burlington, Camden, Gloucester, Salem, Cumberland, and Cape May Counties, and also in the Belvidere Delaware road, while Mr. Stevens, the largest owner in the Camden and Ambey, is also the same in the Morris and Essex, thus giving the consolidated companies a strong legislative influence in nearly every county in the State. Combined, they own almost the entire available outlet on the Hudson River for any railroad communication across New-Jersey to New-York City, thereby completely forstalling any projected new and direct competitor with them for the business between the Hudson and Delaware rivers not under their immediate control, even after the monopoly privileges shall have expired a few years hence How far this power will be exerted will probably be developed during the present session of the New-Jersey Legislature. Last Winter an act of incorporation was granted to a company entirely independent of any of the existing corporations, to construct a road from Newark to New York, and is now building at intermediate points, without having as yet a fixed easterly termina tion, from the fact of being unable to gain a ferry priviege on the Hudson. They are now asking of the Legis lature supplementary power to obtain this, and are opthan probable that the new road will in time be seeking an extension from Newark to the Delaware, and thus fur nish a new and formidable opponent to the present con

SRIZURE OF A SUSPECTED PRIVATERR.-On Satur day afternoon, between 2 and 3 o'clock, the steamship R. R. Cuyler, which has been fitting out ostensibly for the Government of the United States of Colombia, was scized by the direction of Collector Smythe, under the aspicion that she was intended for the Chilian or Peruvian service against the Government of Spain, in violation of the Neutrality laws of the United States. Upon examination, there was found on board an armament consisting of four nine-inch guns (said to be Dahlgren's), two Parrott guns, and a large quantity of ammunition and small arms. Beside these, there were several sections of boats, supposed to be intended for subsequent use as torpedo boats. About 50 ex-Rebels were also on board. The master of the R. R. Cuyler, named E. J. Read, says the matter will soon be set right, as the vessel was intended for the Colombian Government and no one else, as can easily be shown. The seizure was effected very quietly, no resistance being offered, though there were several of the men drunk on board at the time. A sloop with 125 burrels of gunpowder on board was also seized at the same time. She was awaiting the departure of the steamer from the pier, so as to place the powder on board. Upon her capture she was taken to Jersey City, there to await the action of the United States Government. violation of the Neutrality laws of the United States. THE STATE OF TRADE.

# BY TREBGRAPH TO THE TRIBUNE. BALTINORS, Feb. 2.—Cutton quiet, at 33je, for Middling Upland. Sees steady; shock reduced. Floor quiet.

2.—Flour.—#11 50 for Extra State. Wheat-No. 2 are fully established, which continues to increase until death ensues. Comp.—Sic. for new Tolonio, on the track. Outs 55c. PLEURITIC CONSUMPTION.

2 3b for retail. Perk.—New Mess. \$20 50. Dresseed Hops. \$70.94.50; overs are waiting a decline, and holders are firm. Markets generally are life to the property of the second of the property of the property of the second of the property of the second of the market. Also during any proceducers askes 30b hales Midding at 30c; receipts the week. 2.502 bules, and from Sept. 1.71,550 bales, against 111,252 less for the corresponding time last season. From dail, but prices ungoed. Wheat dual No. 1.5 pring. \$2.356.92.27, and Winter \$2.25, are defined by the second of the corresponding time last season. From dail, but prices under defined at \$2.25 is benefit. Hops bondinals \$2.356.92.27, and Winter \$2.25, are monitally unclassed. Last \$2.50.00.241, but there was no demand; nother than the second of the prices of the second \$2.50.00.242, but there was no demand; nother transpiring in Bulk Mests. Bacon or Land, prices nominally unclased. Last bed firmly at 12/20/224. Butter, 27.252. Cheene firm 15 again, 12/214c.; Codice, 232\*204c. Gold, 4. Exchange steady; no change in money market.

St. Louis, Feb. 2.—Tobacco quiet and unchanged. Cotton heavy and occing at 35c. for Low Middling. Flour in fair-order demand; market serve but unchanged. Wheat dail. Whisky franct at \$2.20. Prodoms firm; Rulk Mests and Bacon active, Mess Pork, \$2.0 for Frime; and sides of the second of the secon

nuch, Corn.

aw-Ollierans, Peb. 2.—Cotton easier; sales 3,900 bales Low Midaw-Ollierans, Feb. 2.—Cotton easier; sales 3,900 bales Low Midasses quiet, Fair, 70c.; Prime to Choice, 752774c. Floar unchanged;

e. 11 074; Kutra unchanged. Provisions and Groceries unchanged.

1.15c. Stering Eachange, 1405. New York Exchange, 4 discount.

ontries, Feb. 2.—Cotton sales 550 bales; market closed bacd, demand:

y Middling, 30c. Receipts, 450 bales.

1. Wisston, Feb. 2.—Cotton lower and heavy; Middling, 22/2214c.

ALYMSTON, P.S. 2.—Cotton cover and neavy; Mishing, 2202226.

MONTOONERY, Als., Feb. 2.—Recipts of Cotton for the past week, 579 bales: shipped for same time, 1,335 bales. Stock on hand, 11,359 bales. Louisvitata, Ky., Feb. 2.—Sales of 2 hids. Tobacco at \$126 \text{ki} 3.00. Sinperine Flour, \$13. Prime Red Wheat, \$2.8. Shelled Corn in bulk, 722., Ear Corn, ible. Mess Pork, \$21. Bulk Shoulders, 8je. Packed Baccon Shoulders, 14e. Pracked Baccon Shoulders, 1fe. Packed Hacon Clear Sides, 13je. Prime Lard, 12je. Otsk, 55c. Rio Coffee, 242756. Haw Whisky, \$2.25. Say Phankingson, Feb. 2.—Mising Stocks are quoted as follows: Yellow Jacket, \$135. Savage, \$955. Crown Point, \$1,075. Gould and Curry, \$512. Chollar, \$230. Legal Tenders are solling at 745.

Brooks's Metropolitan Free Bridge, -Mr. E. A. BROOKS, the Metropolitan Bootmaker at No. 575 Broadway, keeps the street in front of his store entirely clear from ice, anow and sinch, so that there is a clear crossing from his store to the Metropolitan Hotel. It is the only place, in fact, between the Battery and Fouriceath-st, where one can cross the street without going arkied deep is anow and mud. Here is an ethilation of enterprise worthy of emulation by all our citizens.—[Adver-

### A Most Thorough Trial. The Three Stitches.

I have used, writes Mrs. M. M'Neil, of Elgin, Ill., four kinds of sewing machines, the Wheeler & Wilson making the "lock" stitch, two others making the "Genera & Baker" stitch, and the Wilson & Gibbs, which makes the "Issisted doop," slitch—After a most thorough trial of nearly three years, I greatly prefer the Willeon & Gibbs Machine, and the stitch which I makes—to any other sewing machine, or any other stitch, with which I am acquainted—Advertisement.

ANDREWS—At Savannab, Ga., on Saturday, Jan. 26, Mrs. Eliza
Andrews, widow of Benjamin Andrews of New York, aged 74 years.
The funeral services will take place at the residence of her son, Dr.
Benjamin Andrews, No. 330 Statest, Brookly, on Monday, Febt. 4, at
4 o'check p. m. The friends of the family are respectfully invited to BULKLRY-On Friday, Feb. 1, Addie, only daughter of George L. and

Mars Bulkler.
Thereistives and friends of his family are invited to attend the funeral, at No. 77 West Forty-ofth at., on Monday, at I o'clock p. m.
BANNING—In Brooklyn, on Saturday, Feb. 2, Alpheus Banning, in the Sith year of his age.

The friends of the family, and those of his brothers-in-law, Jos. Oliver, the friends of the family, and those of his brothers-in-law, Jos. Oliver, Jno. W. Avery, the Rev. Henry Curtis, Whelock Corby, and James Lock; also, members of the Protestant Episcopal Brotherhood of New-York, and the General Society of Mechanics and Tradesmen of New-York, are invited to attend his funeral from St, Mary's Church, Classonave, near Myttle-ave, on Tucslay, Feb. 5, at 14 o'clock, without further notice.

further notice.

BROWN—On Saturday morning, Feb. 2, in the 75th year of her age, Ohivia, widow of the late Silas Brown.

The relatives and friends of the family are respectfully invited to attend her functal from the house of her non-in-law, A. Robertson Waish, No. 181 Cilaton place, on Monday, the 4th inst, at 3½ o'clock p. m., without forther is a ratio.

further invitation. -CANFIELD—At Ferromont, N. J., on Thursday, Jan. 31, Frederick Canfield, aged 57 years.

Funeral services on Monday, Feb. 4, at 12 o'clock m. Relatives and friends of the family are requested to attend without further notice.

HINMAN—On Saturday, Feb. 2, Lacy R., wife of G. P. Hinman, in the 54th year of her age.

The relatives and friends of the family are respectfully invited to attend
her fineral from the residence of her son-to-law, Edward H. Bunker,
No. 132 Livingston-st., Brooklyn, ou Monday, 4th inst., at 2 o'clock

p. 10.
HUNT—In this city, on Saturday, the 2d just, ex-Governor Washington Hunt, in the 56th year of his age.
His friends, and those of his family, are invited, without further notice, to the funeral services at Trinity Chapel, Twenty-fifthest, to-day (Monday), at 1 o'clock p. m.

dav), at Jo'clock p. m. MRIGS—In Philadelphia, on Thursday, Jan. 31, 1867, T. Benj. Meigs, jr. only non of T. B. and L. J. Meigs, sged 7 months. POMEROY—On Sunday, Feb. 3, of consumption, George V. Pomeroy fr., cluck son of George V. and Margaret H. Pomeroy, aged 33 years jr., chiest son of George V. and Margaret H. Pomeroy, aged as years, 3 months and 22 days.

Illia friends, and those of his family, are invited to attend his funeral services at the readience of his parents, No. 130 Honry-st., Brooklyn, on Tuesday, Foh. 5, at 4 o'clock, without further notice. His remains will be taking to Wallinefacet Gauns, for interments.

SCHUYLER—At Bergen Point, N. J., on Saturday, Peb. 2, M. Catberine Schuyler, reliet of the late John A. Schuyler of Belleville. The friends and relatives of the family are invited to attend her funder from her late residence, Bergen Point, on Tuesday, Peb. 5, at 12 o'ched A train will leave foot of Liberty-st., by New-Jersey Central Railrow at 11 o'che lave we foot of Liberty-st., by New-Jersey Central Railrow.

tives and friends of the family are invited to attend the funeral me residence of her parents, No. 141 East Twenty-seventh-st.

hand a full assortment of Bombasines, and all other Mourning Bre Goods. Also Bounets, Shawis, Cloaks, Vails, Crapes, Handkershiot Gloves, &c. N. B.—Ladles waited on with goods at their residence Suits to order on short notice. No. 551 Broadway, opposite Tiffany & Ca.

### Special Notices. As the Nightingale Warbling

ranscends all other music of the grove, so PHALON'S NIGHT BLOOMING CEREUS excels all other floral perfumes. The fragrance of Eve's bower in Eden, decked with the first roses that ever bloomed, could not have been richer and purer than scent of this bewitching extract.

opens the BEOOKLYN FRATERNITY COURSE of LECTURES at ACADEMY OF MUSIC TUESDAY EVENING, February 5, to

Gollowed by
HENIX WARD BERCHER upon the 13th,
HENIX WARD BERCHER upon the 13th,
KILZABETH CADY STANTON upon the 19th, and
WM LLOYD GARRISON upon the 25th of February.
They speak upon NATIONAL AFFAIRS.
Reserved seats for the course can be procured of 8. Dyas & Co., Re
48 Fulton-st., Brooklyn. Price #2. Tickets for single lectures, with
ut reserved seats, to be had at the door night of lectures. Price 50c. Seventeenth Assembly District Union Republican Association.—A regular meeting of this Association will be held at the Broatway and Porty-seventh-st. Hall, THIS (Monday) EVENING at 70 clock. All Union Republican electors resident in the District are in vited.

ROBERT S. DOBBIR, Secretary.

American Institute—Annual Election.—As ELECTION to TRUNTERS and COMMITTERS of this Institute will be held of THUREDAY, the 14th of February inst., at the rhoms of the Institute is the Cooper building. The poils will open at 3 and close at 7 o'clook, p. m. By order of the Board of Trastees.

Jinen Bull, Rec. Secretary. HORACE GREELRY, President.

### Dr. J. H. Schenck on "Pulmonary, PULMONARY CONSUMPTION.

PULMONARY CONSUMPTION.

This arises from a cold settling on the substance of the lungs, which a attended with a cough and a slight expectoration, and which, if neglected will terminate in this form of Consumption.

The commencement of the disease is marked by slight aching pains with a sense of tightness in some parts of the cheet, and a short, or cough, which is readily excited by muscular creation. The breathing of shorter and more frequent. These symptoms gradually become more compications, and at length slight fever occurs toward evening, and the continue to be somewhat accelerated through respiration and pulse continue to be somewhat accelerated through out the whole day. A fit of coughing usually occurs to the morning, and the patient rises out of bed in relaxed and feelie condition. There is an exagence liability to take cold on the slightest exposure. By degrees the cough becomes more cold on the slightest exposure. By degrees the cough becomes more frequent and troublesome, particularly in the evening or morning, or all night when awakening from sleep. As the disease advances, the skinglips, tongue and fances become dry in the afternoon, slight chills regularly occur toward evening, followed by fever, during which one of both cheeks become suffused with a circumscribed flush; a dry, burning heat is folt in the paims of the hands and soles of the feet; the breathing is very quick and short, and the pulse very frequent, small, quick, and tense. These febrile paroxyams continue till toward midnight, when they terminate in more or less profess perspiration, which continues the sufferce exhausted, languid, and depressed. they terminate in more or resp process proposed preparation, the til morning, leaving the sufferer exhausted, languid, and depressed. Frequently, previous to the occurrence of this train of symptoms, the expectoration becomes thicker, and not unfrequently mixed with blood. The feeling of a load in the chest, and emaciation continues attended.

with increasing failure of strength.

Toward the unfavorable termination of the disease, swelling of the feet and discrete almost invariably come on, accompanied with a wear and hourse voice, difficulty of swallowing, and sometimes ulcerated sore

threat, until death relieves the sufferer.

DYSPERFIC CONSUMPTION.

When Bronchial Consumption is complicated with hepatic disease (an occurrence by no means uncommon), it forms what is termed Dyspeytia Consumption. In this form of the disease we have, in addition to the Consumption. In this form of the disease we have, in solution to the ordinary phenomena of bronchial disease, various symptoms indicative of hepatic disorders, such as tenderness and tension of the right side, tree ularity of the bowels, with unuatural stools, a sallow but of the face, a narrowness of the whites of the eyes, flatering, indigestion, with variable appetite, increased difficulty of breathing, and cough after eating hearty meals, furred and brown torgoe, foul breath, names, and sometimes vondting. In some instances of this form of the disease no symptoms indicative of pulmonic affection occur in the commencement of the malaty, the only mani-festations of disease being such as are usually present in liver complaints festations of disease being such as are usually present in liver complaints generally. A dull pain or tenderness in the right side, with increased useasiness on lying on the left sise, irregularity of the bowels, food tangue, and depression of the spirits, are in such cases the first symptoms complained of by the patient. The first warnings of disease is the bronchial membranes are slight. There is a slight cough unattended with pain. By degrees the cough becomes more troublesome, and when it continues for some time a tough phlegm is expectorated. The breathand tightness across the chest. The broachial affection now advances until a copious purulent expectoration and the usual symptoms of heedle

This variety of Consumption depends on an effection in the cavity of the chest, from inflammation of the plears. While the effusion into the cavity of the chest is going on, the lung becomes more and more separated from the surface of the thorax, being gradually compressed by the accumulated fluid until it is reduced to a very small size, and more or less disorganized in its structure. While this is going of ulceration sometimes takes place in some parts of the pulmonary plears and the corresponding substance of the lung, and an opening is that made into the bronchial tubes, through which the effused seropuraless. ntion depends on an effusion in the cavity of fluid is discharged by cough or expectoration. When this takes place irritative fever, with night-sweats, frequent cough, emaciation, and

famil is discharged by cough or expectation. Irritative fever, with night-sweats, frequent cough, emaciation, and a short, all the ordinary symptoms of Consumption supervene.

This form of Consumption is generally the consequence of Pleurisy, is characterized by a sense of oppression in the chest on lying down; discincil and hurried breathing in ascending stairs, or muscular exertions short, disturbed sleep; short, tickling cough, aggravated on first lying down; spells of hurried and oppressed breathing after apeaking, an generally more or less soreness of the external surface of the affected side of the chest. The patient is easiest when in a sitting posture, and if requested to take a deep breath, while in the erect position, he will generally do it with little apparent difficulty, but when he lies flat down and graws a deep breath, he will complain of pain, tightness, soreness, loss or some hind of inconvenience on the chest. Death often occurs and on some hind of inconvenience on the chest. Death often occurs and on the hings, the progress of the disease locomes arrested, and the patient recovers to a tolerable state of health. When this occurs, the affected side of the chest contracts to a manifest degree, forming what Lecomes describes under the name of contracted chest. Unless the progress of the disease is arrested, the difficulty of breathing becomes greater and greeder, until at length the patient cannot lie down at all, and remains in the state until he dies.

Patient can consult me professionally at usy Rooms, No. 22 Rond et.

state until he dies.

Patients can consult me professionally at my Rooms, No. 32 Road st. New York every TUESDAY, from 9 a. m. to 3 p. m. All advice free of charge; but for a thorough examination with his Respiremeter \$5. Price of the PULMONIC SYRUP and SEA-WEED TONIC, each \$150 per bettle, or \$7.50 the half dozen; MANDRAKE PILLS 25 cents per best Sold by Druggists and Dealers everywhere. A full supply can always be obtained at his Rooms, No. 32 Bond-st., New-York. DEMAS BARNES & Co., No. 21 Park-row, New York, General Whole

McKillop, Sprague & Co., PUBLISH AENUALLY, THE COMMERCIAL AGENCY REGISTER. The volume contains a list of the Business Men in all parts of the United States and British Provinces, with a rating indicating the RELATIVE. STANDING AND COMMERCIAL CREDIT OF EACH.

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If You have a Slight Cough don't neglect it, but go at care if P. B. KNAPP & Co. and get a bottle of their VEGETABLE COUGH BALSAM. Sold at No. 363 Hudson-st., near King, and by druggists generally:

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